

Ford Site Planning Task Force
May 8, 2007, 6:30-8:30 p.m
St. Paul Academy Dining Hall

Public Meeting #2 Summary

This meeting began with a welcome from Councilmember Patrick Harris, and an explanation of the Ford planning process by St. Paul Planning and Economic Development Director, Cecile Bedor. Following was a presentation of basic market potential analysis of the Ford site by Jeff Patterson from Colliers International.

Lastly, Bill Vitek, lead of the Ford planning consultant team, provided an overview of the site and steps to date in the planning process. Vitek then described 10 alternative land use “schemes” for the Ford site, to be commented on by the public attendees at the meeting. He emphasized that the 10 “schemes” were developed to generate discussion about opportunities for and issues related to possible redevelopment of the Ford site. The public’s comments from the evening would be used to refine and narrow the 10 “schemes” to 5 alternative scenarios for the site. These 5 scenarios, to be presented at the 3rd public meeting on June 5th, will then enter the Phase II planning, to compare the alternatives against one another using fiscal and environmental analyses.

After the opening comments and presentation of the 10 “schemes”, the public was invited to circulate between 10 tables, commenting on the 10 “schemes” using post-it notes. The post-it note comments (as readable) for each scheme are roughly summarized below in loosely related topics, in no particular order.

SCHEME 1

Retail

- More retail
- Would like to see more retail
- Not enough retail
- Perhaps not enough retail space
- Need better balance of retail
- New owner expansion of Lifetime Fitness

Residential

- Too much single family residential at low density – very car dependent. Medium density is better.
- Use Highland Village Apts. as a model for the higher/medium density housing. Love the feel of this
- Enjoy single family home forms
- Too much residential. I don’t see this being in any way visionary. It looks like Woodbury.
- Residential (and/or a hotel) along the river bluff would be nice.
- Like the low density housing along the river. Favor low density/single family housing/retail mix concepts; medium density housing problematic

Jobs/Industry

- This plan needs more retail/clean light industrial
- Uncertain about light industrial
- Will tax base equal salaries of manufacturing contribution through future economic shifts? Demand union jobs.

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- We do need some good jobs in the area – offices, tech centers, etc.
- Please retain/re-use training center in some form of the Ford plan
- Institutional should be more integrated into the community – large parking facilities are unattractive
- I'd love to see this level of office/institutional so you could live/work/recreate all in neighborhood

Transportation

- Like the parkway roads – fits with adjacent areas
- All plans need estimate of the increase in people and cars
- Cretin Ave is only link to I-94 freeway. The current traffic crunch has to be fixed (without killing us adjacent residents).
- No parking facing the river please
- No cul-de-sacs! Too suburban and destroys neighborhood connectivity
- Cul-de-sac is bad
- Nice parking ? Bigger would be even better
- Higher traffic concern with amount of office density
- The best so far, but needs transit. Look for good transit – not only on Ford Parkway.

Open Space / Recreation

- There should be more public space between the East side of the parkway and the 1st layer of new use.

General

- I like the mixed uses – include a hotel?
- This is the most flexible of the plans, and seems to have the best and easiest traffic flow.
- This design focus the jewel/beauty of the river on too few
- Seems like a nicely laid out plan
- Really like the idea of signature “gateway” building and some green space in north of parcel.
- Like the “signature building” concept

SCHEME 2

Retail

- Much too much retail
- Retail is too far away from Ford Parkway
- Grand Avenue can't be created from scratch. See Maple Grove for a bad example of this
- Retail is too far from Ford Parkway -- discourages walking/biking; encourages driving
- Keep retail on Ford Parkway
- Include a hotel
- Is there really a market for so much retail on the interior street? Along Ford Parkway is fine, but questionable for inside the neighborhood
- Good mix of uses, like the amount of single family single family houses and lots of retail that will be good for taxes
- Too much residential/retail. This has been done before. Where is the vision for the

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next 100 years?

Residential

- Don't like amount of low density housing and lots of streets.
- Who in the world has the money to buy these high buck houses?
- Cul-de-sacs should not be in Highland
- No high rises max 5 stories
- No need for more housing

Jobs / Industry

- Needs clean industry/light industrial center integrated into it.
- Job Projections- how many? median wage?
- Should integrate green industry, clean energy, and green space "village" residence together
- Would like to see use of hydroelectric power to serve the area
- Use green building design and sustainability

Transportation

- Less parking- more bike friendly as needed
- Parking Ramps good
- Minimal surface parking good
- Concerned with traffic to entertainment complex particularly if bars are included, but I like the overall mixed use of this plan
- Too many roads connecting to Mississippi River Boulevard
- Dislike connecting the parkway road running N-S with River Blvd. will encourage through traffic which probably isn't best for single family homes
- Don't like traffic flow up Mt. Curve, Woodlawn etc
- Putting road on South side of Highland Village Apts. okay, but not present alignment, would need to move south
- Reopening Finn Avenue is good idea
- Please address traffic flows and patterns
- Need walking and bike paths
- Missing Transit way
- Commuter Rail needed to reduce traffic

Open Space / Recreation

- Keep our green space
- Green Spaces
- More green space along to river
- Too big & noisy for riverfront
- Park is good
- Return court onto 7th use track area as walking and bike path park

General

- Civic Center is not related use (housing is)
- No College Campus
- Again, possibly mixed zoning (low/high density, economic diversity)
- This looks to suburbanized – nothing spontaneous in the feel of this plan – or most of the others for that matter- be careful not to "over plan" the beauty of a city is that they've evolved over time – not in one fell swoop
- Like this one best of all

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SCHEME 3

Retail

- I like the “Main Street” created but concerned about extending Cretin
- Like this retail plan
- Will the retail workers be able to live here? What level of rental affordability will be here? You need it!
- Considered modified big box – make them play by our rules -- no surface parking; facade multi-levels
- Like the retail plan
- Like the retail on Ford; close for walking
- Retail business
- What is the median wage for the new jobs?

Residential

- Too much residential; can public safety and schools absorb the number of people?
- Market not right currently for many single family dwellings or Mansions
- Very nice use for low density and retail mix; worried about medium/high density housing
- It will take a really long time for the market to absorb 850 condos/apts. here without a view
- Little less single family homes; prefer higher density
- Who can afford the homes?
- No high rises – 5 stories max
- Too much residential....Where’s the green space? Where’s the vision? Where are the jobs?
- Too much housing
- Absolutely too many houses – Keep jobs
- Where are you going to find the people to buy these houses?
- Like to see some higher density close to river – more urban use to take advantage of views. As single, expansive homes, area is not very accessible to many.
- Way too much housing, especially single family attached.

Jobs / Industry

- We really need to integrate green manufacturing into the community! Way too much housing
- Need to integrate clean energy industry into the community. Should create light industry and integrate the hydro.
- Where are the jobs? (Union)
- What is the projected median wage of jobs in the scheme?
- Toyota

Transportation

- Love the lack of driveways on MRB; too many access roads to MRB
- No driveways onto the MRB
- Keep the connectivity
- Too much surface parking
- No on road through Highland Village Apts. Buildings are too close together to take a road

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- Like the boulevard effect
- Need rail/public transit accessible communities
- Keep open the potential for transit along the rail corridor
- No bridge over Hidden Falls!
- No bridge over hidden falls please! Keep turns in road for traffic calm
- Bridge is a bad idea. Ruins Hidden Falls creates left turn
- Get rid of bridge crossing Hidden Falls Gorge! Do not reroute Miss. River Blvd.
- Bridge idea over Hidden Falls is a bad idea
- Forget about gorge bridge
- Bridge not a good idea

Open Space / Recreation

- Concentrate parks parallel to river to increase buffer between development and bluff tops (Realign parks)
- Keep heights for all homes under 40'
- Spaces = green, flowers, trees, shrubs
- More green space
- Likes increased connectivity to neighborhood

General

- Prefer to see higher density on the site and more green space
- Signature building concept nice
- Put back the MnSCU training center
- No college campus
- Mixed use Urban Village
- Will fit in with existing Highland Park neighborhoods and feel - love it
- Not dense enough

SCHEME 4

Retail

- Like retail
- Spreading out commercial is a good thing – the Village is too congested

Residential

- Much too much low density residential; need cluster housing/green space
- Too many single family homes
- Lower density to keep traffic down
- Life cycle housing, like Becketwood in Mpls
- Concerned about high density housing traffic. Does height fit?
- Possible to integrate low/high density housing (get around zoning?)
- Mixed cost housing
- This is not visionary. What about our future property taxes? Too much high end residential development and we won't be able to afford to live in Highland Park
- Like low density housing; very concerned about high density housing
- Too many acres are dedicated to single family
- Fear prices being driven up in residential market
- Large tract of single family not as mixed use as it should
- Need 3 generations home
- Love the generous family housing

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- Maybe too many single family dwelling
- You have a good model in existing housing
- Like heavy residential that's what Highland is

Jobs / Industry

- We have a plant, lets keep jobs -- no more housing and big traffic problems with all schemes
- Where will residents earn enough salary to support these residential complex
- Where are the high paying jobs? It's only short term work building homes
- Losing good paying jobs – this is not the best scheme
- We need to see an industrial base here with green manufacturing that would maintain neighborhood character while at the same time tying into St. Paul and all of Minnesota as we move to solve global warming while at the same time building our local economy and maintaining jobs for the people that want to continue to live here.
- GREEN MANUFACTURING!!!

Transportation

- Traffic problem – should have low density housing and some light mfg.
- Concerns regarding traffic
- How to deal with traffic on Cretin?
- What median wage will the jobs pay – generated by this parking
- Need to address railroad tracks -- we would like a bike/walking path/greenway where RR tracks are
- Keep rail line
- Should keep railroad as an asset
- Lesser need for mass transit on RR – Use RR for green space/bike path
- Needs commuter rail!
- Use of rail line not so well thought out
- Keep RR use multi model, public LRT, green space – not roads, buildings or housing
- Rail tracks goes to downtown
- Use tracks for bike path
- Concern over development of the Railroad tracks

Open Space / Recreation

- Need a garden/park square experience in the City
- Park is – good inside, but bad because private single Mc Mansions only will get the green space – Too exclusive
- Great use of green space for storm water management
- Nice open green space
- I love the setback providing green space east of MRB
- More park space parallel to river.
- Keep heights in critical area less than 40 ft
- Inner parks are a good idea, but shouldn't be just low density houses.
- Need clean energy industry, more mixed use retail
- River area to be enjoyed by too few
- Open it up so that green space can be enjoyed by more people
- Expanded fields is great

General

- Love the mixed use

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- Nice mix
- Like a lot of residential, but want more business (include another grocery store)
- I love signature use building as gateway
- Like signature building
- Losing quiet neighborhood south of site
- This scheme doesn't look to be what the broader community needs – maintaining the character of the area

SCHEME 5

Retail

- Like the retail on Ford Parkway
- It would be so great to see reuse of some existing buildings for something like the midtown global market.
- Retail pulled too far from existing retail
- Please don't put retail on the river/bridge head
- Like some added retail

Residential

- Don't like the scale of single family housing all together on the river. Prefer integrated cluster housing/parkland like in Scheme 9
- Residential keep condos/town homes and any high rise structures to a minimum (less than 100 total)
- This has the right idea with the mix of use. I would like to see more integration at least in the areas of residential and commercial
- Increase density level of housing and make sure that there is housing accessible to industrial workers near the mixed income.
- No more housing; too much traffic
- Too much residential single family lots
- What about senior housing, like Becketwood in Mpls?
- Nice use of river view for single family housing
- Residential along MRB is too dense

Jobs / Industry

- Keeps jobs, good
- Keep stacks of industry low (lower than correct)
- No light industrial; use West 7th land
- Light industry/flex tech is good
- Not a fan of added light industrial
- Like the light industrial to keep jobs lost by Ford, but this seems too dense.
- What is the median wage projected for jobs created by this plan?
- Will there be a plan to help local residents to the high-tech and light manufacturing jobs?
- Community benefit agreements to ensure job opportunities go to people of color and other disadvantaged groups
- Would create too much freight and commute traffic on Cretin & Montreal
- Will the city commit to ensuring that 30% of the construction jobs go to minority contractors? 30% should be the goal (this was adopted by Hennepin County for the Twins ballpark construction/development)

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- Keep this one open to green manufacturing!
- Is industrial realistic given what the land values are? Probably not.
- Too heavy on light industrial
- What happens to parking for industrial?
- Concerned about isolated large area of industrial. Clean energy light industrial development is very important, but it should be more integrated into the residential areas/retail. It should fit within the community.
- If future industry can equal the “neighborliness” of Ford it will work.
- Give Ford tax incentives to retrofit existing plant, keep the rails, hydroplant, to make hydrogen fuel vehicles. Keep the work force, save a few thousand jobs, 2000! Fuel cell cars omit a few drops of water out of the tail pipe. Get Ford to help redevelop. They are HUGE. Keep the plant, it is the most cost effective to retrofit it. It is basically already green with its own hydroplant. The plant is very efficient, and the vehicles are high quality and made with pride. I heard a rumor it costs hundreds of millions to retrofit a plant to make fuel cell (hydrogen) and hybrid vehicles. Industry is the best use for the area, economically and it’s already there! Find the Ford magazine with the concept Fuel Cell (hydrogen). – Deborah Kaasa 612-721-3896 I work there now.

Transportation

- Please don’t connect Cretin and Montreal – it will become a major speedway raising safety issues and creating a disjointed neighborhood
- Need for bus rts – Cleveland has 1 every ½ hour, but more needed if industrial
- Really looking forward, you need to provide a transit hub here.
- What is the cost per/sq ft for the surface parking? Please don’t misuse valuable property for a parked car
- Need better public transport.
- Cretin is not suited for more traffic.
- The congestion at Ford and Cleveland should be addressed. It makes the area dangerous
- Too many roads intersecting River Boulevard
- Too much surface parking
- Too much surface parking
- Traffic plan is good
- Need Commuter rail
- Keep RR tracks active
- Preserve the railway for future transit – Metro greenway or light rail
- Idea – use train track for biking/hiking
- Look at possibility to develop light rail connected to the site

Open Space / Recreation

- Like the water features
- Concentrate park along river
- Needs parking by fields and rec center
- Nice area of green space
- Keep the ball fields
- Love the public squares. Highland lacks an area for outdoor music/movies and summer gatherings.

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- Recommend a Rice Park space. The park experience in the City.
- Development should take advantage of storm water ponds, not turn its back on them
- Love the idea of a recreation center to anchor this green space
- Include in scheme 5 an urban center piece like Peavy Plaza in downtown mpls, like Como Park Amphitheater, or Lake Harriet Band Shell. Food? Outstanding
- Needs more green space
- Park idea is nice

General

- Don't like this one; not dense enough
- Unrealistic – why would expensive SF homes build next to industrial
- Lower hts especially in critical overlay zone
- Are these jobs hired through a temp agency?
- I like that you kept the MnSCU!
- This is the best use. Need to keep less dense.
- Good jobs and retail and light density housing

SCHEME 6

Retail

- Not oriented toward current/new residents
- Favor more of a residential/retail mix
- Would benefit from a hotel
- Limited retail

Residential

- We need more housing such as town houses to preserve aging population that has lived in Highland forever; neighborhood no shopping and industrial
- I'd like to see some housing make it more integrated with surrounding communities
- Prefer individual residences to high rise, apt./condo buildings
- Let's have some senior assisted living housing, like Becketwood in Mpls., but not to the exclusion of vision of jobs

Jobs / Industry

- Limited tech/office
- Jobs
- First and foremost should be high quality, high paying permanent jobs – this should be highest priority –Highest industry is this in?
- Where would anyone find a large enough corporate entity that hasn't already left this state or country for that matter!!! Like Bermuda?
- How many jobs is this scheme projected to generate; what is the projected median wage?
- Opportunity to attract a business
- This scenario should be at Fort Snelling Site, that would be a better place for a medical school
- I like the idea of some large offices or light industrial because it provides real jobs worth wages, which every community needs
- Corporate or other institutional campus must be socially responsible and committed to serving the community

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- Like this scenario – if the timing is right for a large institutional user. St. Paul doesn't have a lot of such sites.
- Way too much office

Transportation

- Looks like too much parking/traffic created
- Less parking or underground
- Traffic/Transportation
- Rail/bus access
- Concerned with traffic coming in and out at rush hour
- Transit and multi modal transportation on RR Tracks
- Won't support commuter rail

Open Space / Recreation

- Green space
- Civic outdoor area i.e. amphitheater, farmer's market, outdoor concert pavilion like Lake Harriet,
- Smaller urban squares; Savannah is St. Paul
- Make a Piazza with other shops, cultural activity center and restaurants. The river will remain available to all, and quality of life will increase and the demand for energy will not be too high
- More parkland along river (increase green space in critical area) and size of natural corridor

General

- Keep heights low – less than 40 ft.
- No apparent benefit to neighborhood
- Like civic gateway
- Needs green industry and mixed use residential
- Not multi-use enough
- Boring – why go there if you don't work there
- Here we go again with a corporate TIF pattern
- Too much traffic; would not like any housing; jobs important
- Doesn't expand the neighborhood in the same character
- Would not enhance or benefit neighbors
- Too many eggs in one basket
- Feel the office/industry to residential mix in most of the options is really all or nothing.
- This needs a feasibility study to truly understand the economic potential of this scheme
- Could this be combined with option #7? Light industrial, office institutional campus with accessible green space

SCHEME 7

Retail

- No comments

Residential

- Need single family housing for community with adjacent neighborhoods

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- More residential with shops and public spaces

Jobs / Industry

- The idea of some light industrial with some good jobs is a good one. However, the land along the river should be residential
- Industrial is important but doesn't need to take up the whole site.
- Industrial is important but doesn't need to take up the whole site.
- Doubt viability of attracting extended manufacturing. Especially with regard to outer areas of Twin Cities, for example Savage and Shakopee.
- The age of industry for this site seems over. It doesn't make a bit of sense anymore.
- Too much light industry does not take advantage of river or views, or support retail nature of Highland. This site is an opportunity to do something special, not suburban. URBAN
- What will be the wages generated by this plan
- Trains already there, no need for accommodating new traffic for other industry. Keep Ford plant offer Ford incentives like tax free status as so to retrofit the plant to make hydrogen fuel cell vehicles they actually have a hydrogen fuel cell concept car. The only thing that comes out of the exhaust pipe is water. Save a few thousand jobs while making Minnesota the leader in this HUGE, planet saving industry, ahead of the other markets
- Keep the Ford Plant. It's already "green". Save a few thousand jobs. I work there, 10 hours a day, the trucks are primo! 471 a day w/ one shift. Keep unions. Maybe off Ford a tax exempt status or incentives to retrofit the plant. That would get you the biggest bang for the buck, or tax base which seems to be the issue. Money for the Mayor to spend? They already have a concept Hydorgen Fuel Cell Car a focus, no exhaust!
- This is the best I have seen for maintaining well paying jobs. Green, eco-friendly mfg! not sure about access of green spaces
- This is the best plan so far!
- Like this option. Real potential to maintain jobs in St. Paul. Think economically viable, green thoughts. Vision for the future.
- It's worth a deeper look because it's the best chance for capturing high tech industry with living wage jobs
- Populated entirely by commuters and freight; no one lives here
- The first priority should be high paying, good quality, permanent jobs, that means capitalize on the property for light manufacturing
- No change of present zoning ordinances, better traffic flow thru various enterprises scheduling staggered work shifts and more employment prospects for middle class families
- We need jobs (real jobs) but not all this space for jobs. Other sites in City may be more appropriate for light industrial more ? med services
- There is no other 100+ acre site in St. Paul where you could grow more manufacturing jobs. This is a unique site that could allow a scenario like Scheme 7 to flourish. I support this option

Transportation

- This looks bad for traffic - a direct connect at Cretin
- Should have some sort of commuter rail to reduce traffic on River and Ford Parkway

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- Need developed rail system to serve the industry and avoid traffic
- Incorporate light traffic rail transit

Open Space / Recreation

- Incorporate parks element along river road
- The Ford site is precious opportunity to open up more river front areas for public recreational and housing.

General

- The piece of this that has the existing Ford facilities by the river connection with the hydro is awesome: we need green manufacturing. However, other areas should be retail (by Ford Parkway) and mixed residential, retail, and high density residential needed here
- This is terrible; not mixed enough; a wasted opportunity
- Would prefer a mix of low density housing/retail/park/plus a small amount of corporate or light industrial
- I like this – similar to existing, less dense, keep use of RR tracks, keep local jobs, develop retail along Ford at this end of Road
- Go farther with environmentally sustainable design elements (renewable energy, green design and product development incubator associated with U of M)
- Would love to see signature buildings.
- Keep heights low; avoid big stacks like Ford currently has

SCHEME 8

Retail

- No comments

Residential

- Would love to see no more than 100 total units of condos/townhouse type residential
- High-rises are great for the neighborhood
- Like the medium height residential buildings and the green space
- No single family housing

Jobs / Industry

- Need some office or corporate for day time workers to support retail and restaurant
- How many jobs? Median wage?
- Need jobs on the site

Transportation

- Don't like traffic down Mt. Curve leading right into the entrance to the residential.
- People speed down Mt. Curve south of Randolph because the blocks are long and unencumbered by stop signs
- Traffic troubles – these streets would have difficulty supporting such high density
- Multi-modal transit corridor is great.
- Great plan for RR Tracks
- I like the enhanced transit and no direct connection from Cretin
- Eliminate the Canadian Pacific Railroad so the noise stops permanently for Finn Street
- The mixed use of the train/right of way seems forward thinking

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- Seems apt for traffic problems; problems with parking

Open Space / Recreation

- Develop ? and emphasis along river – not in new places
- No dedicated busways along RR tracks – exhaust, noise etc for many homeowners
- LRT or multi model and green way would be great
- This would be better with commuter rail
- Like this one a lot because road is moved east and lots of green space
- Nice change to Mississippi River Blvd.
- Nice green space & water feature
- Bike and walking area good
- Lots of green space

General

- This could be an excellent scenario IF preserving the Ford site for manufacturing jobs proves to be unrealistic. This has a good mix of urban residential diversities and open space
- Restrict heights inside critical area to 40'
- Too dense – rather minimize traffic and avoid mass transit
- Higher density and more green space is a good trade-off
- I like maintaining the existing Ford buildings (perhaps old assembly plant unique hotel?)
- Concerned about property taxes. Just another mix of residential/retail. More vision for the future
- Like the retention of MnSCU and historic Ford building fabric
- Nice use of existing Ford buildings

Higher/taller buildings that one likely to be uniform and consistently

Return court to W 7th

SCHEME 9

Retail

- Retail too spread out – too much like a mall
- Too much retail

Residential

- I really dislike the high rise building with low rise skirts around them
- Question of housing affordability
- Too much high density housing and
- Dislike no new single family homes
- Do not like the idea of medium and high density housing
- No more hi-rise buildings in Highland Park – I don't like the concept at all
- Too much high density "tall" buildings

Jobs / Industry

- I am really concerned with the lack of industrial! It doesn't connect with St. Paul and the larger area – needs the link to jobs and manufacturing

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- How many good paying jobs will this scheme generate? What is the projected median wage?

Transportation

- Like the transit center. Like the vision of St. Paul's millennium park – just need to make sure there are jobs to support families and make this option viable
- I like that this does not create a direct connection to Cretin
- Save the RR
- Ironical that the Model T led us to dependence on the auto
- We now face global warming which the auto dependence contributes to greatly
- Streets don't appear adequate to handle the traffic
- Wise use of existing railway asset
- So much green space that city seems likely to lose out on lots of tax revenues
- Use is sufficiently mixed so that traffic congestion will be a problem
- Walk and bike path
- The existing RR track is pretty narrow for residential train lines but I like the idea of using existing line for some sort of transit purpose – as long as existing residential, esp. single family housing, is considered for protection
- Return court to W 7th

Open Space / Recreation

- Good green space
- Lots of retained open space
- I like the big park concept but would prefer to see less developed park. The "Millennium Park" of St. Paul should go on the West Side Flats!
- I want the park experience in the site like Savannah GA
- Push back Miss. River Blvd – just 10-12 feet to give a bit more separatism from development and river
- Public rail green space
- Decreased development along river is good, but keep it natural not mowed grass
- Exciting plan, we need green roofs and large open park

General

- This looks like all of Washington Ave. downtown. Horrible!
- Not dense enough
- Good balance of retail/residential/office
- Please no higher than 5 or 6 stories
- Very urban – would draw positive attention to St. Paul as innovative and forward thinking. A village within a village is very distinctive.
- I like civic building on corner of River Road and Ford Parkway – but like more of a residential type setting
- Like signature building concept
- The "Civic Building" on the edge of Ford Parkway on west end of the building – It seems pretentious to me and a smoother, smaller transition from the street would be more appealing. This building as planned has the feel of a statement about it that doesn't appeal to me.
- Does not compliment existing neighborhood at all

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- This doesn't look walkable or integrated at all
- People will come once
- Too much of a novelty
- Unsustainable
- Who will pay for all the maintenance?
- Green roofs, geothermal, hydroelectric, wind, solar, etc – all renewable energy on all designs
- I love the vision of heavy transit and major civic space, but question market for this land use and whether this would be too competitive with downtown St. Paul
- Cool design ?

SCHEME 10

Retail

- Mix the commercial more into the community
- Local businesses – walkable and integrated
- Needs more retail
- Could a hotel be included here?
- Need more retail
- Can use more retail along Ford Parkway

Residential

- Like the housing
- Medium density appealing over single dwelling
- Don't like the high density residential
- Would like to see some single family housing like surrounding neighborhood
- I like the higher density housing along with significant jobs on the site
- Need 3 generation homes
- I like the higher density residential and the industrial that is open to and close to the community
- Housing that is accessible to industrial workers

Jobs / Industry

- Connect industrial to hydro for green manufacturing
- I feel strongly that the pricing objective should be good quality high paying jobs – that means some land of light industrial and if we really had that as an objective it could be achieved – we need the jobs
- What is the projected median wage of jobs this scheme is expected to generate? And how many jobs?
- Like the industrial component. Like the shape of the space.
- Good plan. Remove industrial.
- Awesome – hook the industrial over to the river – hydro
- Jobs good
- Great to bring jobs
- The industrial isn't connected to the river – makes green manufacturing more difficult

Transportation

- Concern – Montreal east of site to Fairview are too narrow for large amount of traffic
- Like moving parkway east, but would like to see plan with Parkway moved east on the Central & north end – esp. if pollution is found

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- Return court to W 7th street
- Bike and walking path
- This appears to have several ways for the traffic to enter the complex – better than others
- Use existing rail corridor for mass transit purposes (all schemes)
- Love the lightrail/trolley line
- Like the rail line
- Yes – light rail development along rail
- What happens to RR tracks?
- Either multi model transport or RR serves industrial

Open Space / Recreation

- Great green space
- Love the big garden in the front of industrial – nice way to make that palatable
- Like the fancy garden
- Really nice community space
- Keep community element (ball fields, etc) on south end (all schemes)
- I really like the one including Hidden Falls
- Keep hts low along the river – we don't want to see them from the river
- I love keeping the green space close to the river and accessible to all.
- Would like more sports fields
- Make sure that there are paths between the industrial/commercial to encourage walking/biking
- Good usage of park/water
- Like the mix of green and blue in this design
- Storm water 1" volume control -- bioretention infiltration etc.; ponds will not suffice

General

- Like the general plan
- Great creative way for mixed use! Fancy
- This scheme has some promise; good jobs; use of rail corridor
- Absolutely love the scheme. Only thing – integrate transit and slightly more variety
- Like signature civic building concept
- Less pavement more bike ways and retail integrated
- Civic building/community center instead of Ford museum.
- Favor low density/retail/park mix; avoid medium/high density
- Community growing plots
- Love the squares! Every building in this scenario has a good view.
- This is my favorite so far
- This is tops -- warm and welcome concept – this looks to be best for livability and balance of all needs -- curb appeal; human appeal; living community
- YES!
- Looks like gated community to me
- Incorporate LEED certification out of all schemes
- I think the best vision would be one that mixes use as much as possible, creating diversity, maintaining connectedness with community, but making this location a particular landmark of innovation: Line river with high price housing; Diversify cost of housing in med/high density area; Increase retail but with office/housing on upper

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- levels;
- Dense industrial that maintains Ford equivalent jobs; Keep it Green!; Focus all aspects on environmental/social sustainability; Green manufacturing, retail, housing; and environmental education park